

BookletChartTM

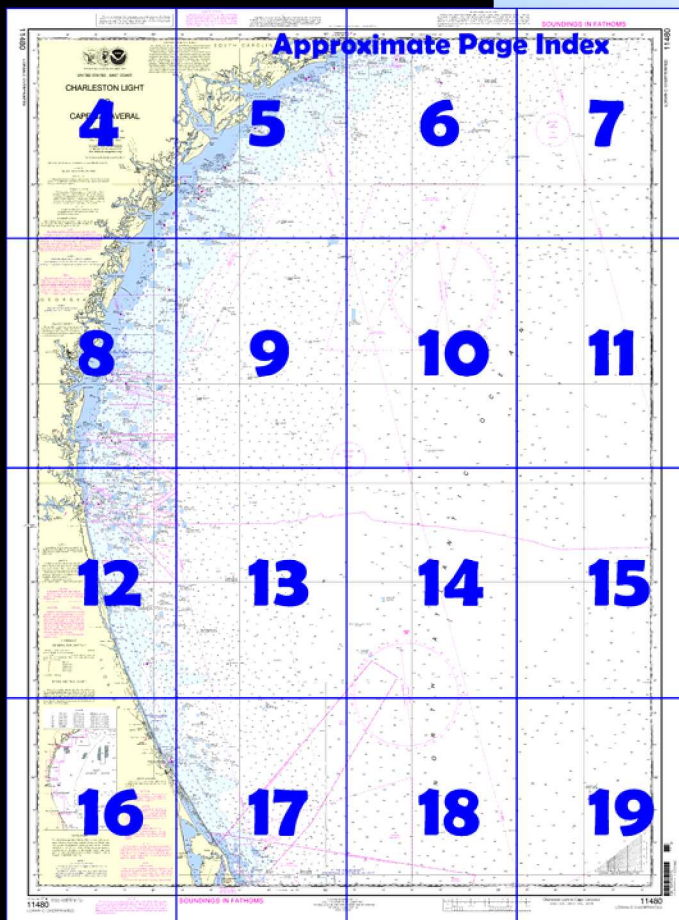
Charleston Light to Cape Canaveral

(NOAA Chart 11480)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

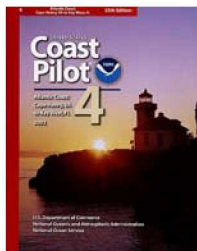
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 10 excerpts]

(5) The coast from St. Johns River to Cape Canaveral trends south-southeastward for 125 miles. Three inlets, St. Augustine, Matanzas, and Ponce de Leon indent the coast. From St. Johns River to Ponce de Leon Inlet the coast is bold in appearance, with an almost continuous range of sand dunes backed by woods. The section southward of Ponce de Leon Inlet for 25 miles is

formed by a very narrow strip of lowland lying between the sea, and Indian River North, and Mosquito Lagoon. From seaward this coast shows a lowline of sand dunes partially covered by grass and scrub trees with distant woods showing over them. The only natural object distinctive in appearance is Turtle Mound, a green hillock about 10 miles south of Ponce de Leon Inlet. When seen from northward and eastward, it is quite conspicuous but is less marked when viewed from other directions. The woods in the vicinity of Cape Canaveral are farther back from the beach and are less distinct when seen from seaward. Many

landmarks are available along this stretch of the coast that may be used by southbound vessels proceeding close inshore to avoid the Gulf Stream. (6) The depths from St. Johns River to Cape Canaveral are irregular. Depths of 5 to 7 fathoms are 1 mile offshore, while a depth of 3 fathoms is within 0.4 mile of the shore except off the entrances to St. Johns River, St. Augustine Inlet, Ponce de Leon Inlet, and from about 7 miles north of False Cape to Cape Canaveral.

(7) A 179°-359° measured nautical mile is just southward of the entrance to St. Johns River; the markers are located northward and southward of St. Johns Light. A submerged instrument platform that extends about 6 feet off the bottom is 5.8 miles south of St. Johns river in about 30°18.1'N., 81°23.0'W. Shoal spots with depths of 33 to 38 feet over them are from 4 to 6 miles offshore and from 12 to 16 miles north-northeastward of St. Augustine Light. These shoals are about 8 miles long in a southeasterly direction and about 2.5 miles wide. A swash channel with depths of 40 to 50 feet is inside these shoals and about 2 miles from the beach.

(8) Off Ponce de Leon Inlet 10 fathoms will be found within 2 miles of the beach. A wreck with 35 feet over it and shoals with a least depth of 35 feet are 5 to 7 miles north-northeastward of Ponce de Leon Inlet, and privately marked and unmarked fish havens extend 11 miles offshore northeastward and 13 miles offshore southeastward of the inlet. A dangerous sunken wreck is about 1.7 miles east-southeast of the inlet. Going southward the 10-fathom curve gradually works offshore to a distance of 10 miles off False Cape. From about 7 miles north of False Cape to Cape Canaveral there are dangerous shoals.

(9) **Northeastern reporting system/Southeastern reporting system** (See 33 CFR 169.105 and 169.115, chapter 2, for limits.)

Table of Selected Chart Notes

Corrected through NM Mar. 17/07
Corrected through LNM Mar. 13/07

NOTE G
Grays Reef National Marine Sanctuary
(protected area: 15 CFR 922.90)

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:449,659 at Lat 30° 30'


North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
(For offshore navigation only)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area **Cable Area**

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOTE D
WEATHER ROCKET IMPACT AREA
Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE E
The positions of Fish Havens charted in the vicinity of St Johns River Entrance are approximate and are usually marked with orange and white buoys.

NOTE B
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40-mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

NOTE F
(protected area: 50 CFR)
The following restrictions apply within the Oculina Bank protected area:
Fishing with bottom longlines, traps, pots, dredges and bottom trawls is prohibited. Additional restrictions apply within the experimental closed area: (see chart 11460).

NOTE I
The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

NOTE C
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.
Anchorage in the designated area is at your own risk.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MAGNETIC VARIATION
Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7980-W

RATES ON THIS CHART
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by the date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically re-surveyed and are not shown on this diagram, consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE J
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES
The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Brunswick, Fernandina Beach, and Jacksonville. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the routes at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE H
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

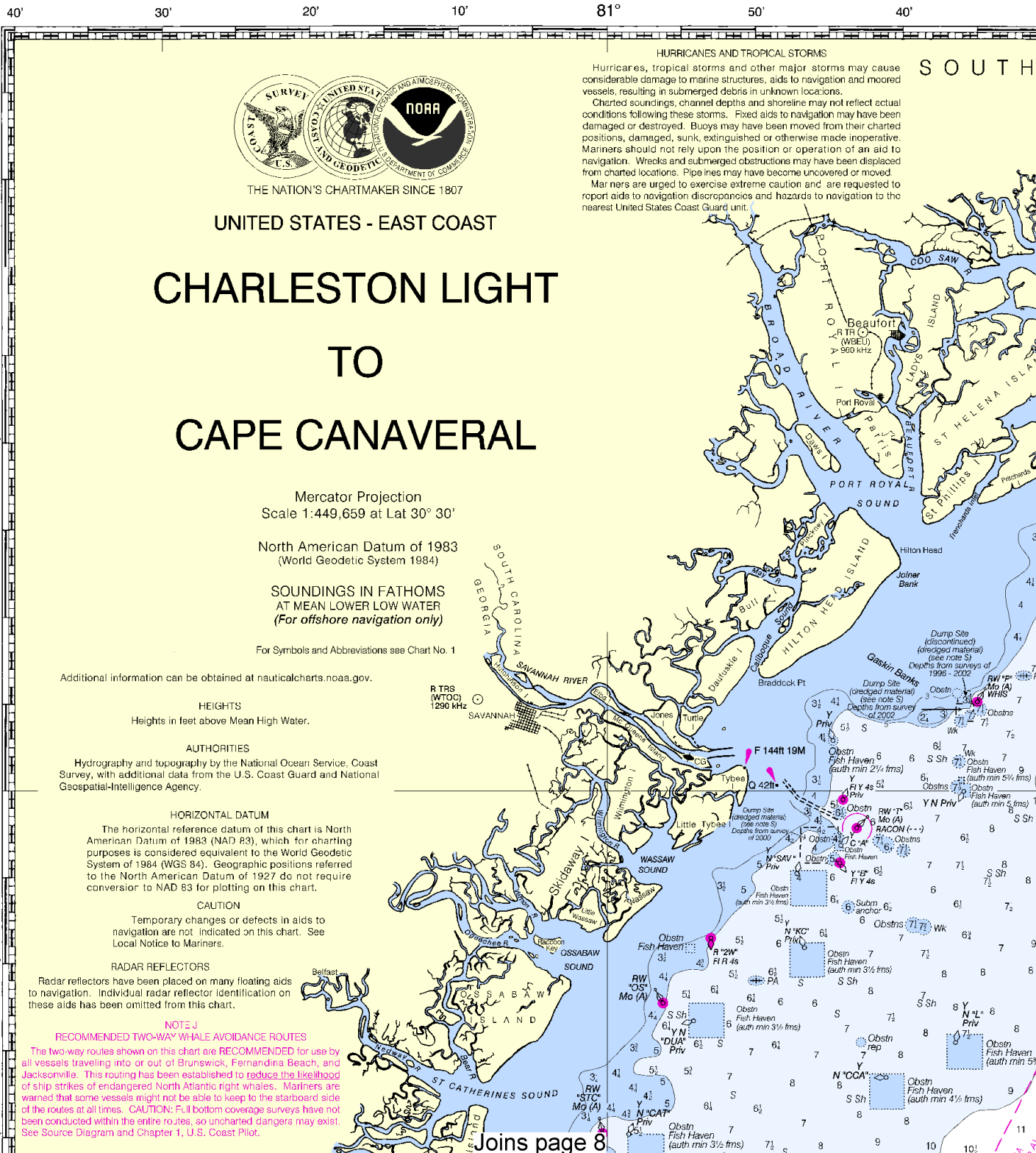
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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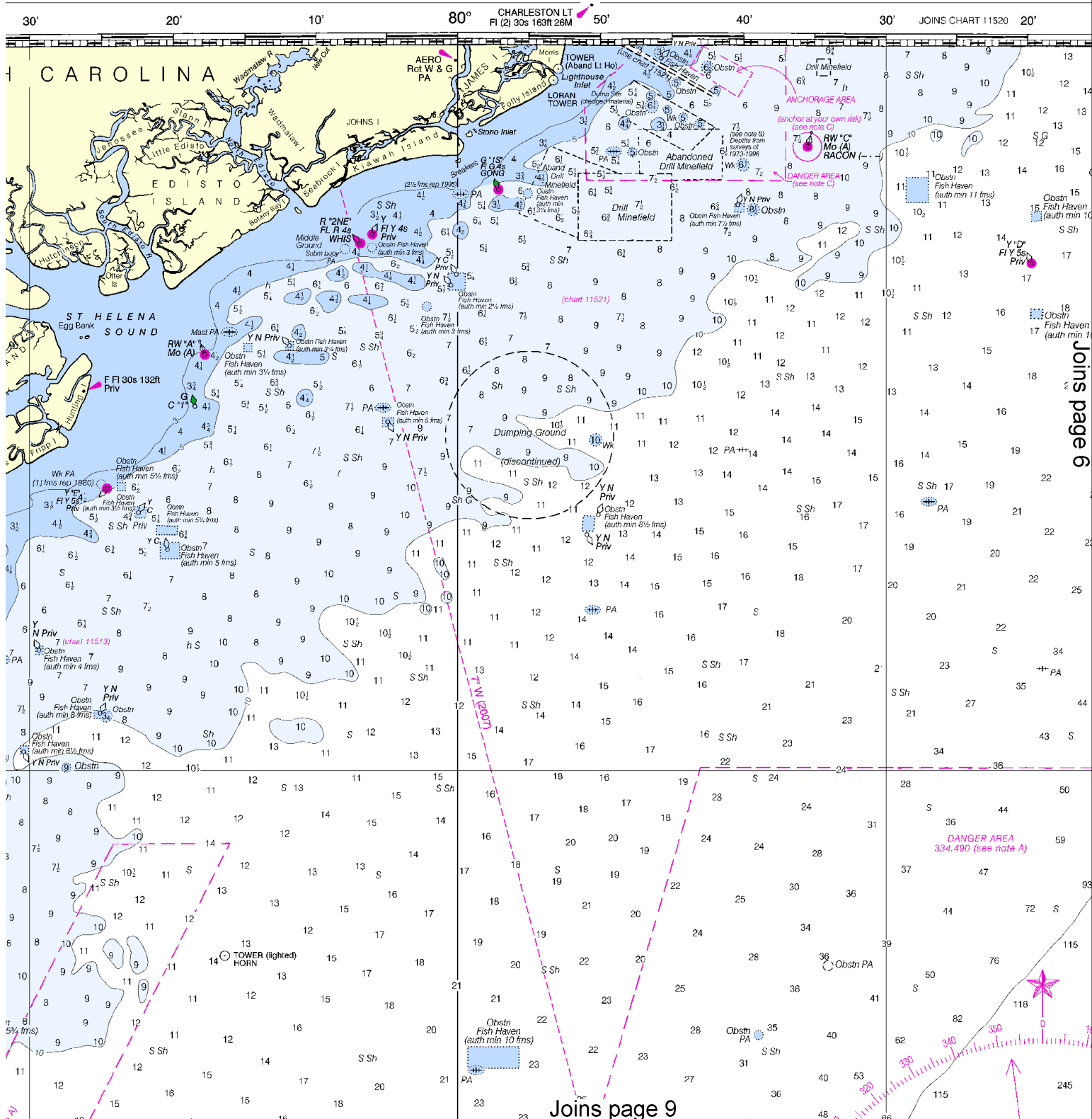


NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Formerly C&GS 1111, 1st Ed., Apr. 1914 C-1914-143 KAPP 376

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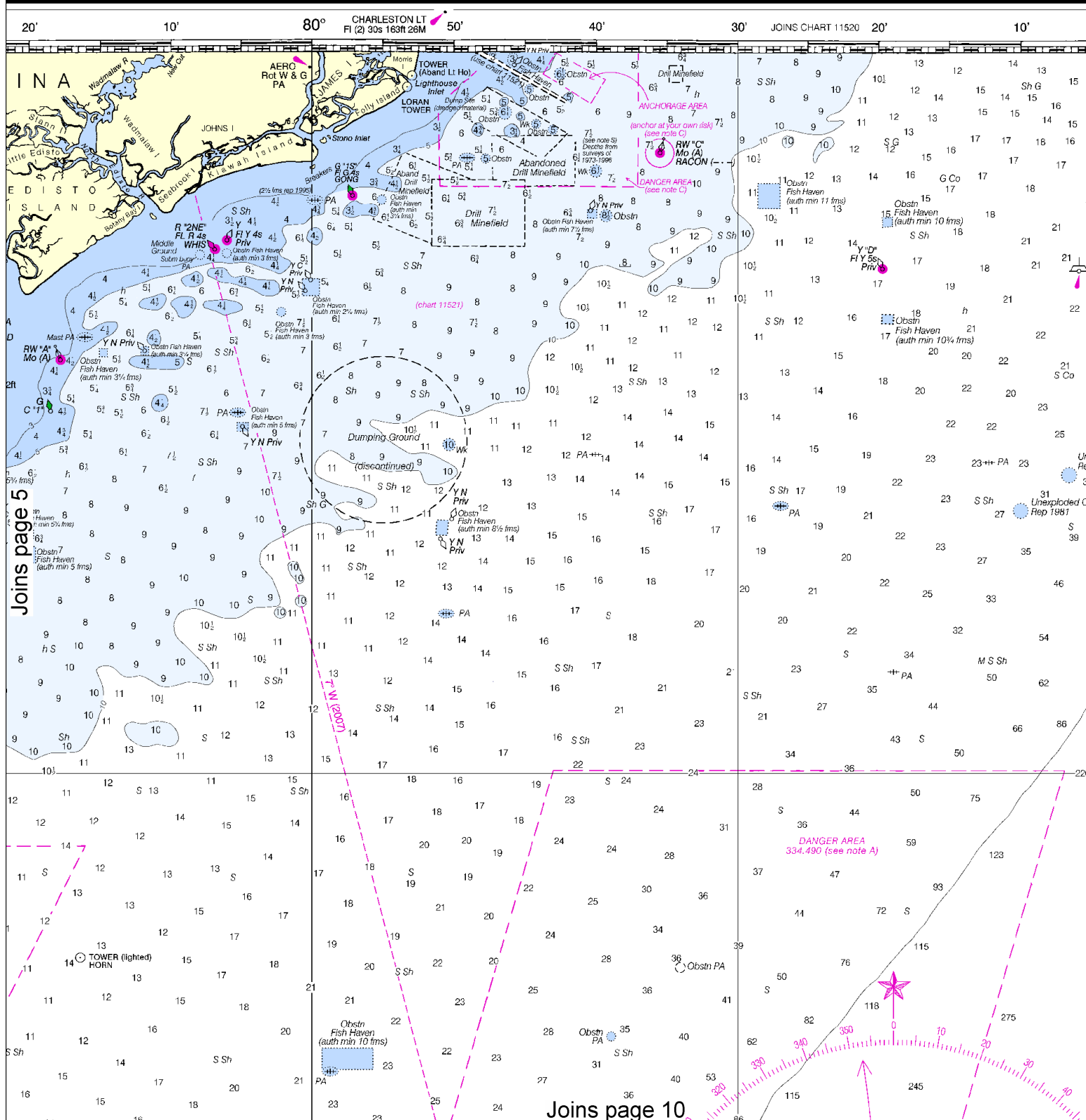


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:599545. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOAA and its partner, OceanGrafix, offer this set of charts and critical corrections. Charts are printed when Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA help@NauticalCharts.gov, or OceanGrafix a help@OceanGrafix.com.

for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Information concerning the regulations and requirements for use of the material obtained from the Environmental Protection Agency (EPA). See Appendix A for addresses of EPA offices. Dumping subsequent to the date of this notice may have reduced the depths shown.

Formerly C&GS 1111, 1st Ed., Apr. 1914 C-1914-143 KAPP 376

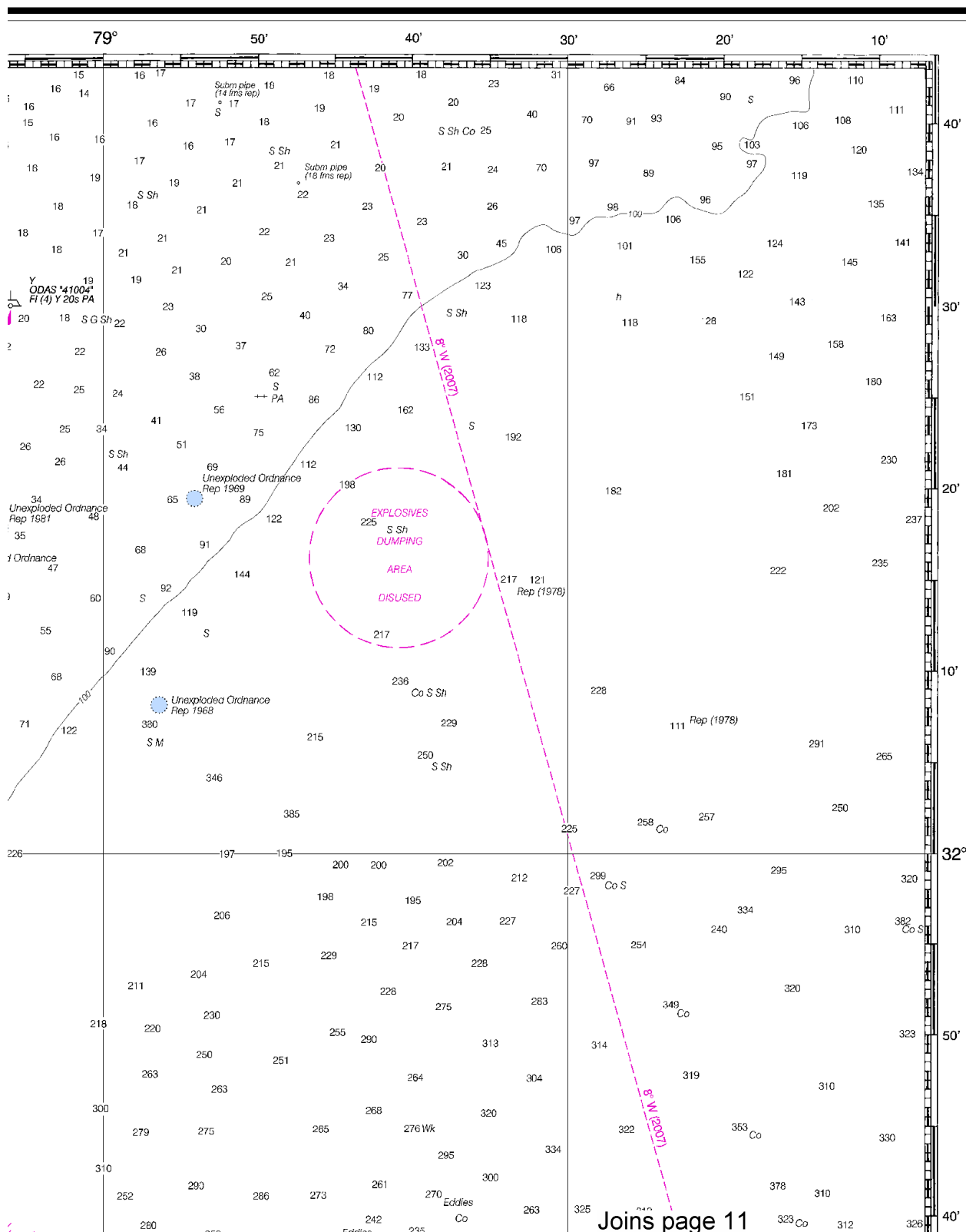


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charts updated weekly by NOAA for Notices to Mariners are ordered using Print-on-Demand technology. New ease as traditional NOAA charts. Ask your chart agent NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or at 1-877-56CHART, <http://OceanGrafix.com>, or

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11480



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE J
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES
The two-way routes shown on this chart are **RECOMMENDED** for use by all vessels traveling into or out of Brunswick, Fernandina Beach, and Jacksonville. This routing has been established to **reduce the likelihood** of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the routes at all times. **CAUTION:** Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE H
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia and Jacksonville, Florida.
Refer to charted regulation section numbers.

NOTE G
Greys Reef National Marine Sanctuary
(protected area: 15 CFR 922.90)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NORTHERN RIGHT WHALE CRITICAL HABITAT
(see note H)

PRECAUTIONARY AREA
(see note J)
Dump Site (dredged material)
(see note J)
Depth from survey of 2000

MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)

PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)

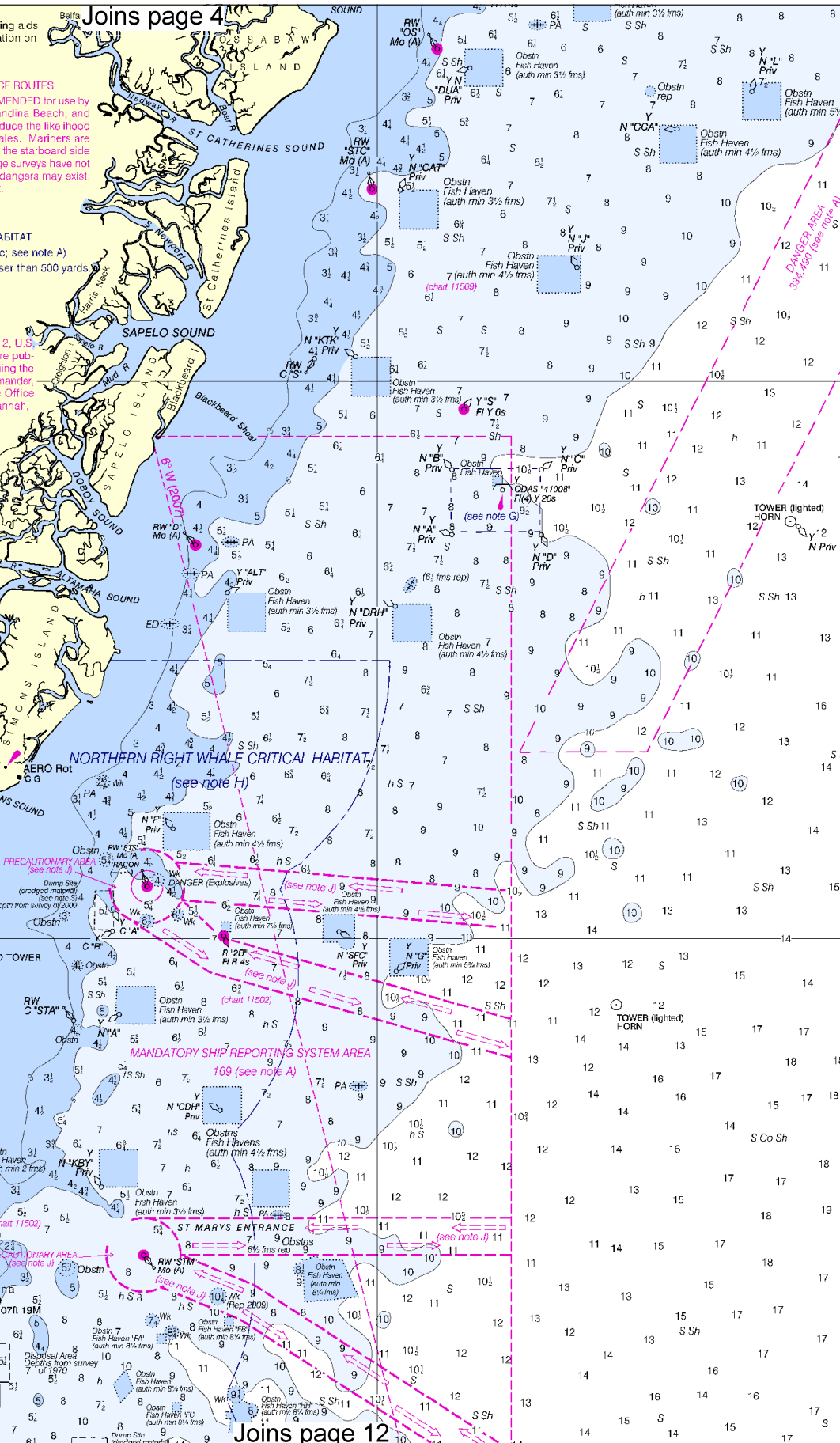
PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)

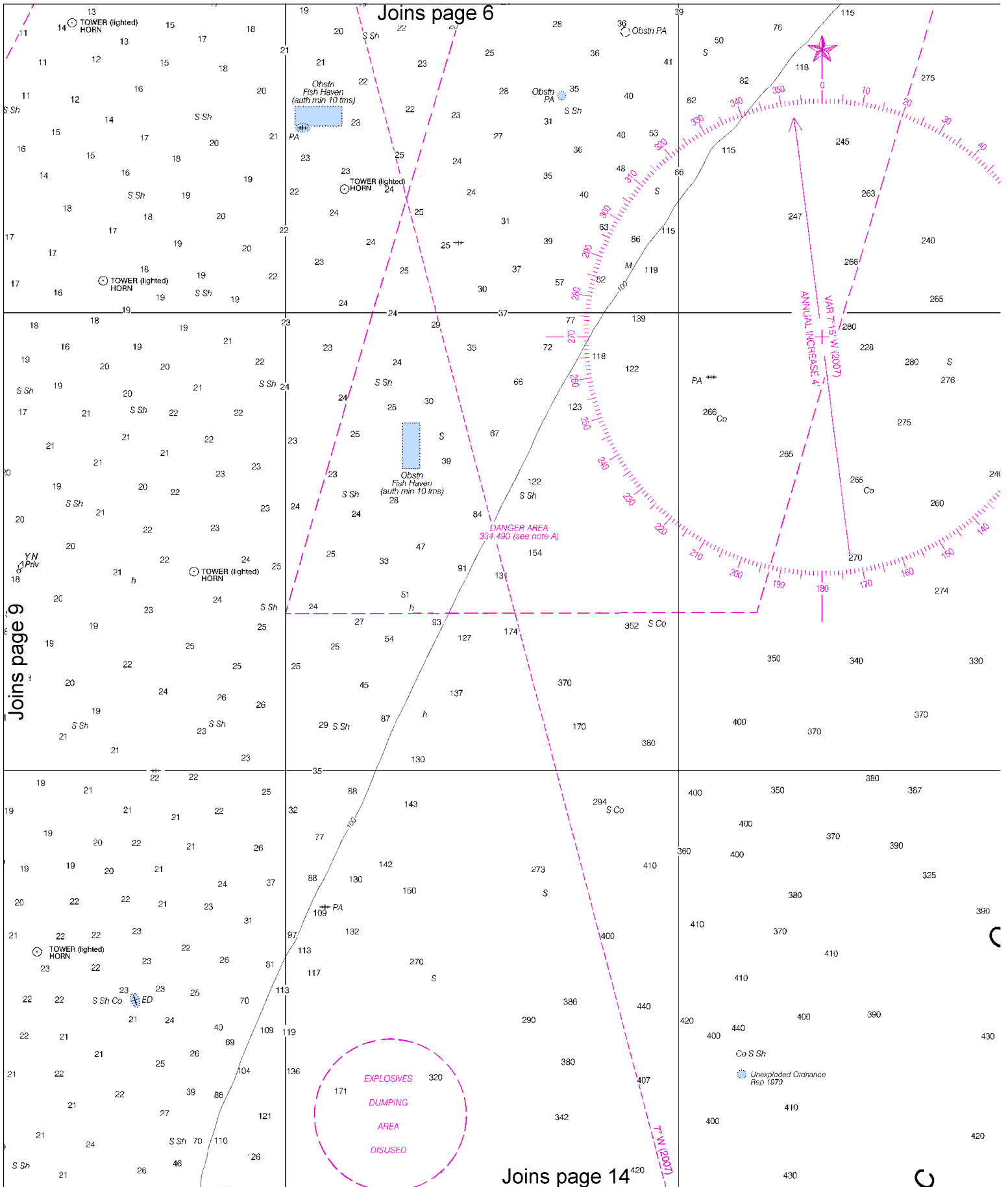
PRECAUTIONARY AREA
(see note J)

PRECAUTIONARY AREA
(see note J)



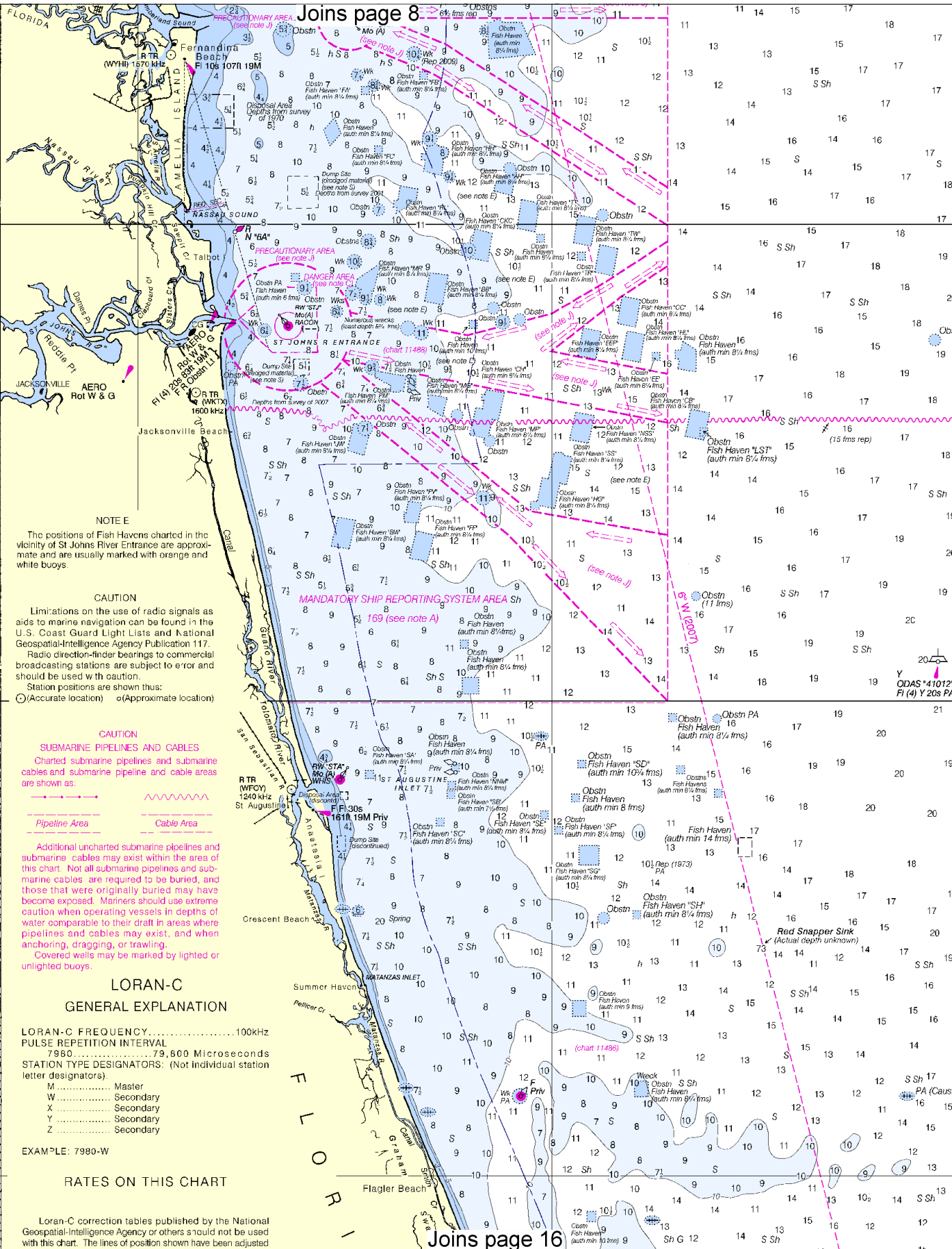
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^{4C} Joins page 15



NOTE E
The positions of Fish Havens charted in the vicinity of St Johns River Entrance are approximate and are usually marked with orange and white buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

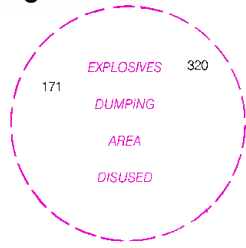
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
— Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 7980-W

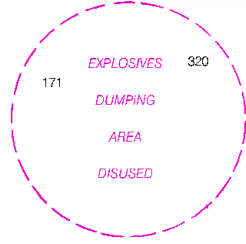
RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted



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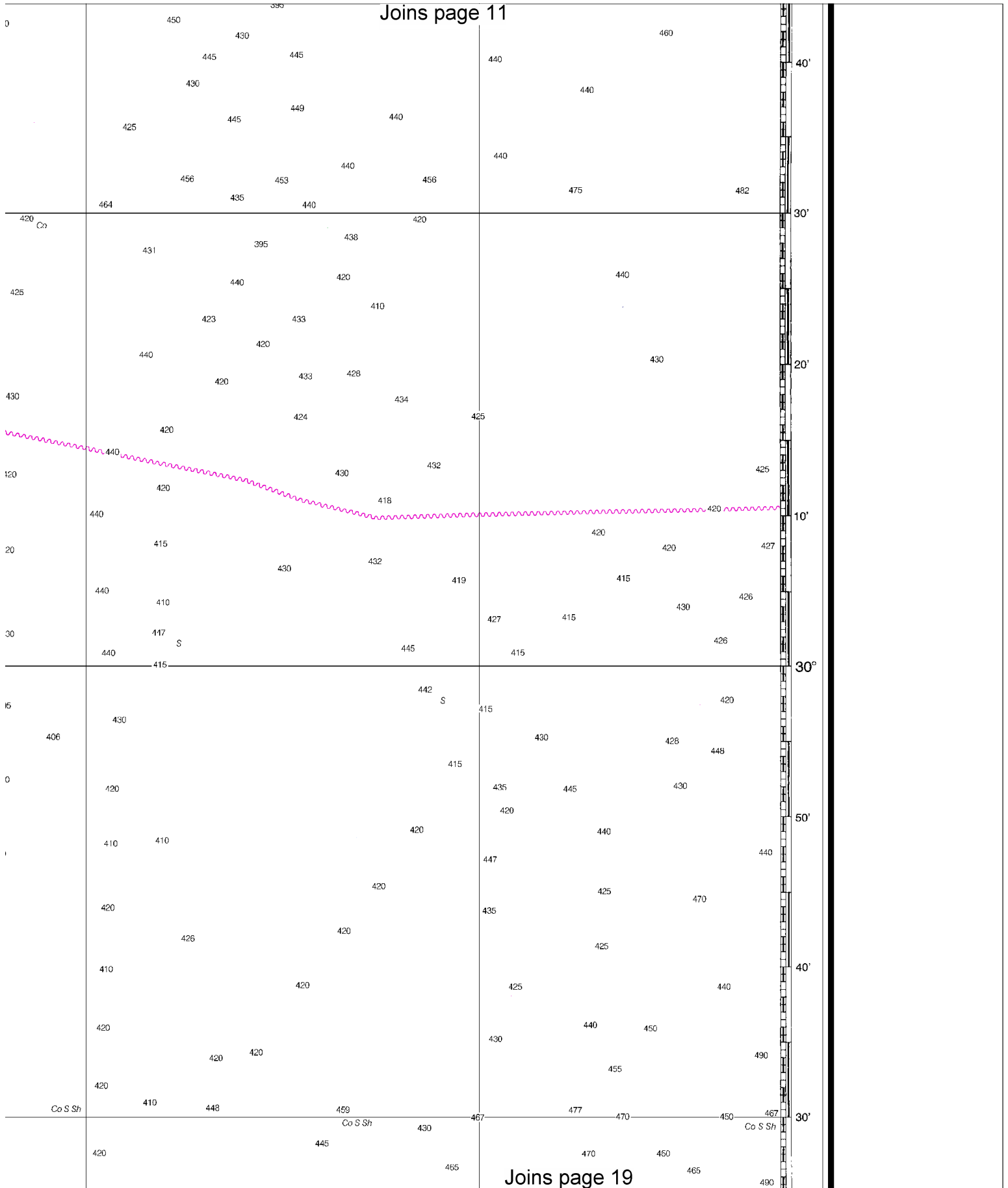


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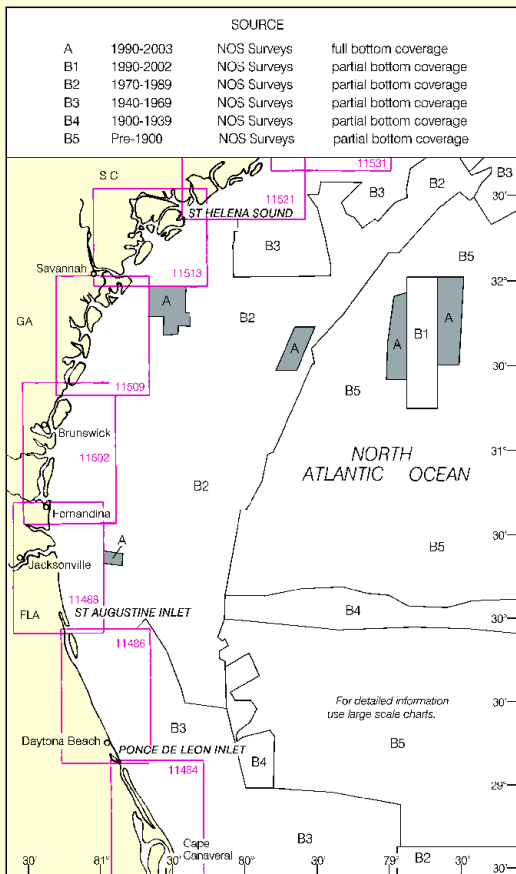


letter designators):
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 7980-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by the date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically re-surveyed and are not shown on this diagram; consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

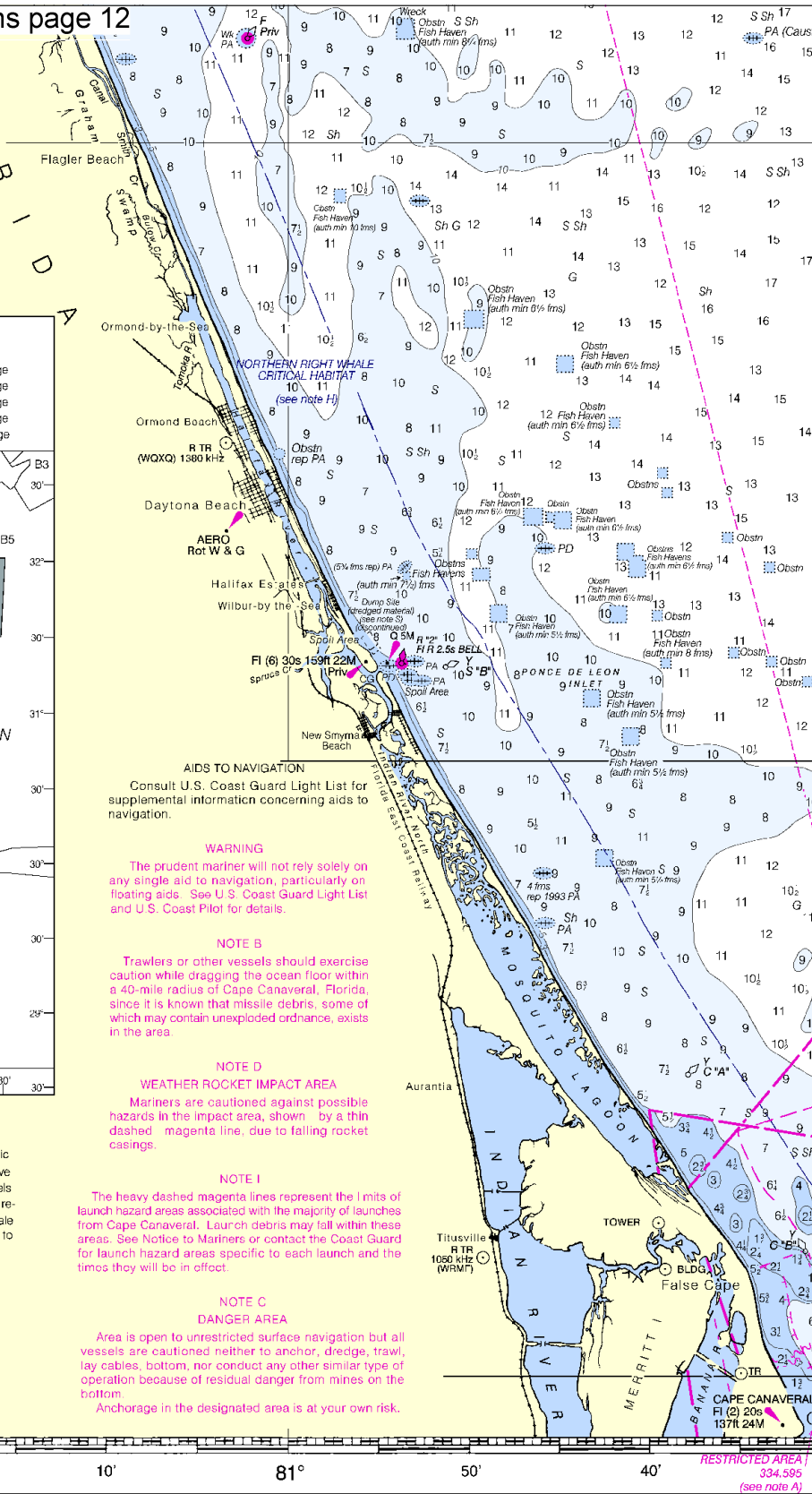
NOTE F

(protected area: 50 CFR)

The following restrictions apply within the Oculina Bank protected area:

Fishing with bottom longlines, traps, pots, dredges and bottom trawls is prohibited. Additional restrictions apply within the experimental closed area: (see chart 11460).

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40th Ed.: Mar./07 ■ Corrected through NM Mar. 17/07
 Corrected through LNM Mar. 13/07

11480

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

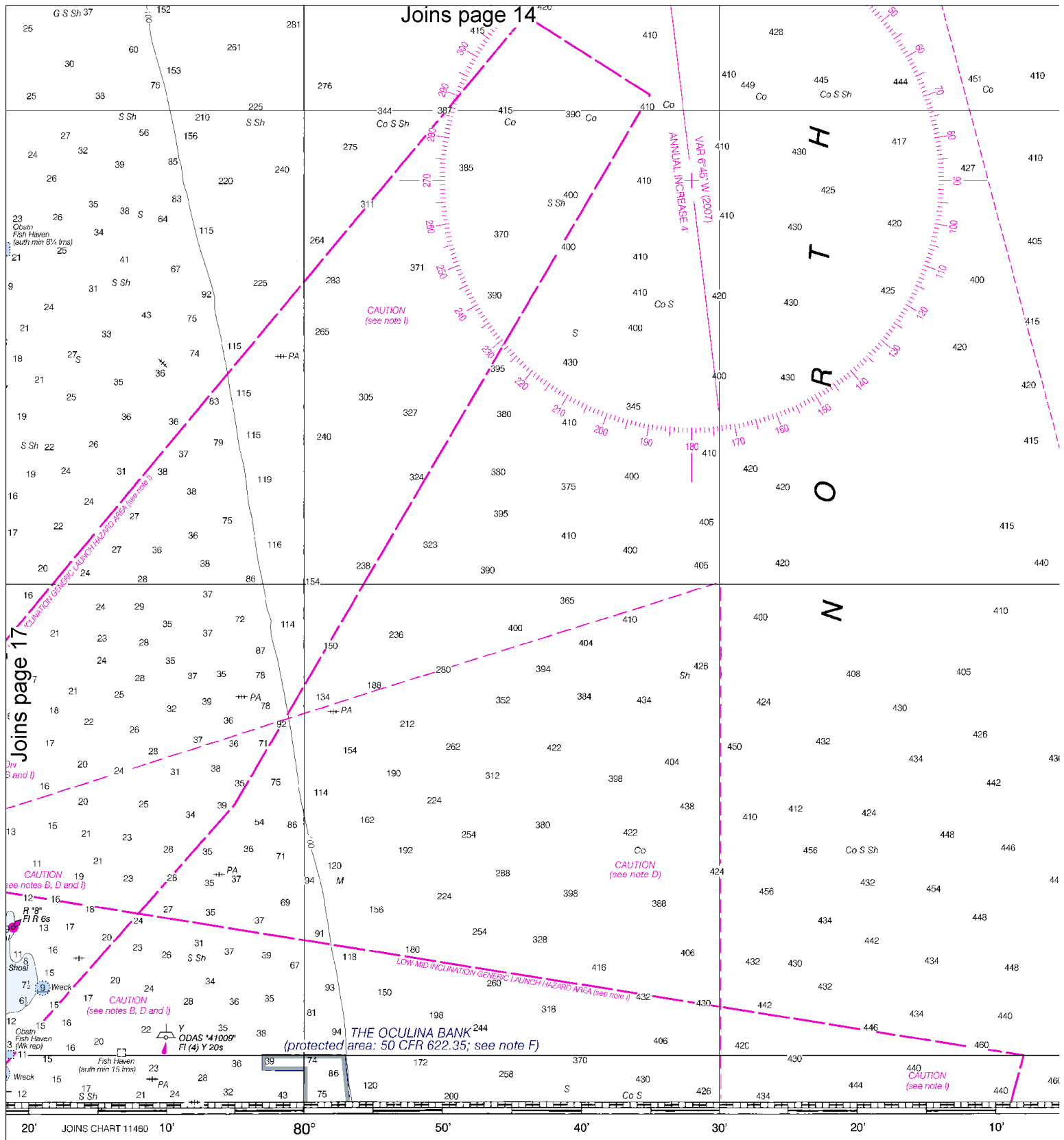
SOUNDINGS IN FATHOMS

16



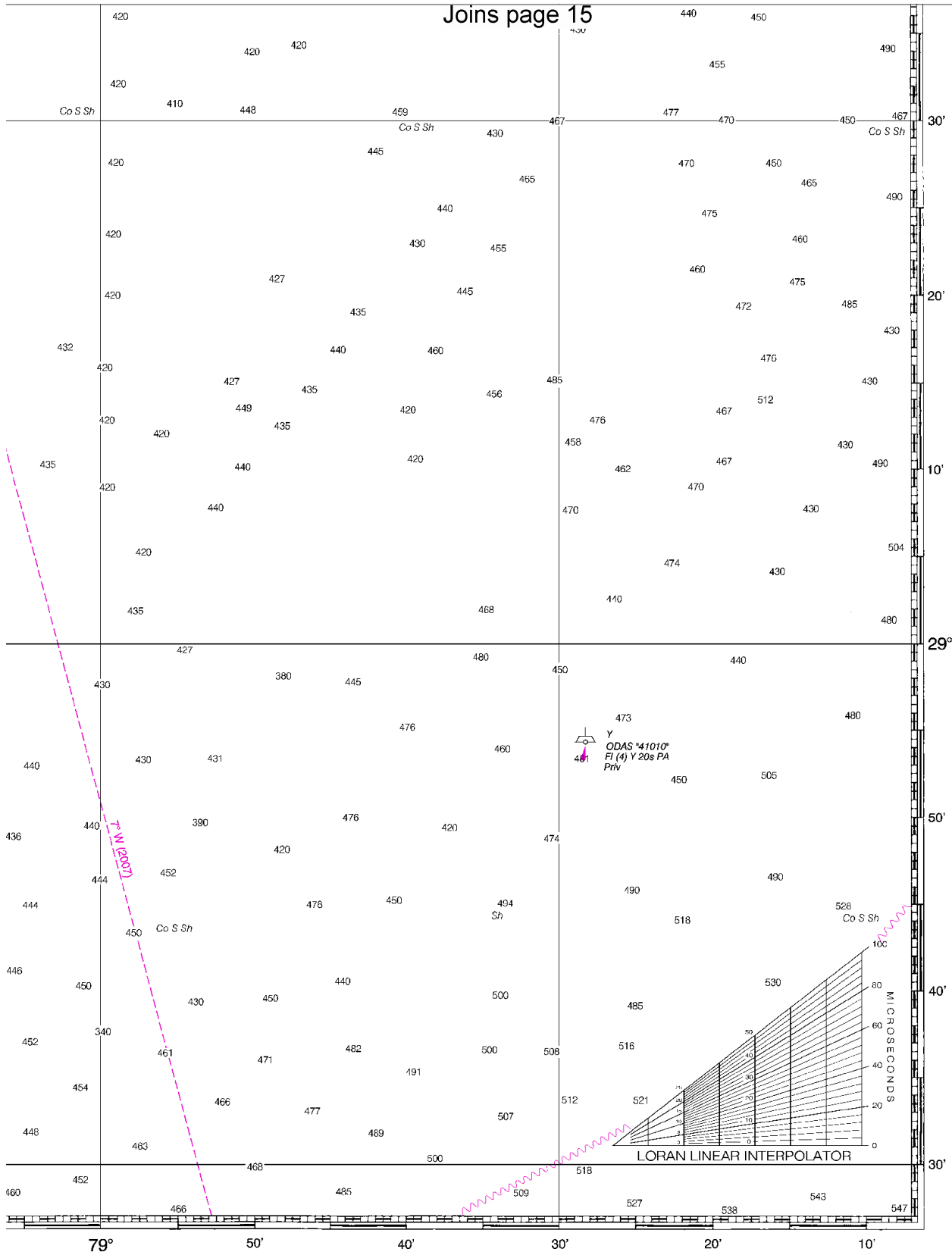


FATHOMS
FEET
METERS



Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



ED. NO. 40



NSN 764201401013
NGA REFERENCE NO. 11AC011480

Charleston Light to Cape Canaveral
SOUNDINGS IN FATHOMS - SCALE 1:449,659

11480
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7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
13	14	15	16	17	18	19	20	21	22	23
24	25	26	27	28	29	30	31			

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Tybee – 912-786-5440

Coast Guard Brunswick – 912-267-9010

Coast Guard Canaveral – 321-868-4200

SC Dept. of Natural Resources – 800-922-5431

FL Fish & Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.